inhabit

1701 DEXTER AVENUE

RECOMMENDATION MEETING

AUGUST 6, 2008

Pier 56 1201 Alaskan Way Seattle WA 98101
206.623.3344 mithun.com

SHEET INDEX

PROJECT TEAM

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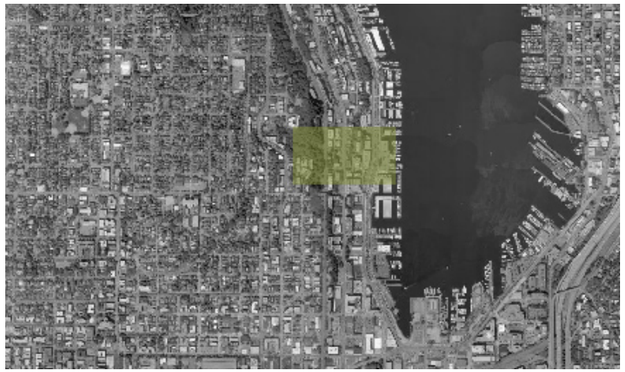

ADDRESS:	1701 DEXTER AVENUE N
PARCEL:	8807900275, 8807900270
LOT AREA:	5410 SF +10,821SF = 16,231SF
CODE:	SMC, TITLE 23
ZONE:	NC3-40
ZONING MAP:	#90

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1 VIEW FROM NORTHEAST CORNER LOOKING SOUTH

2 VIEW FROM OPPOSITE SIDE OF DEXTER AVE N LOOKING WEST

3 VIEW FROM SOUTHWEST CORNER LOOKING NORTH

4 VIEW FROM NORTHWEST CORNER LOOKING SOUTH

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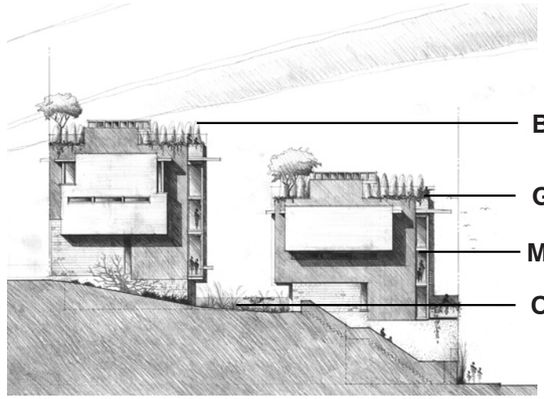
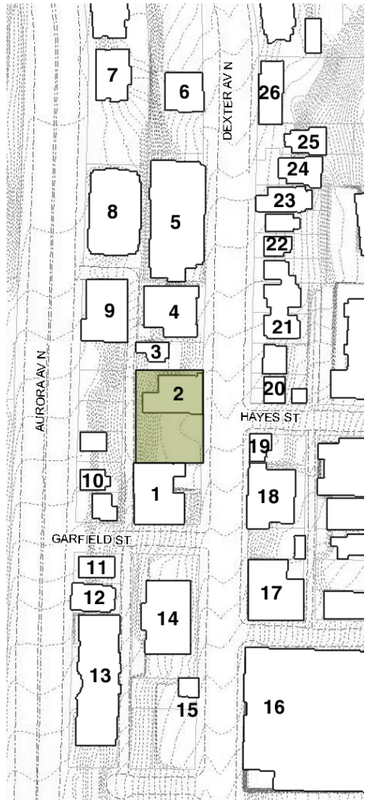
1 MONOHAN BROTHERS

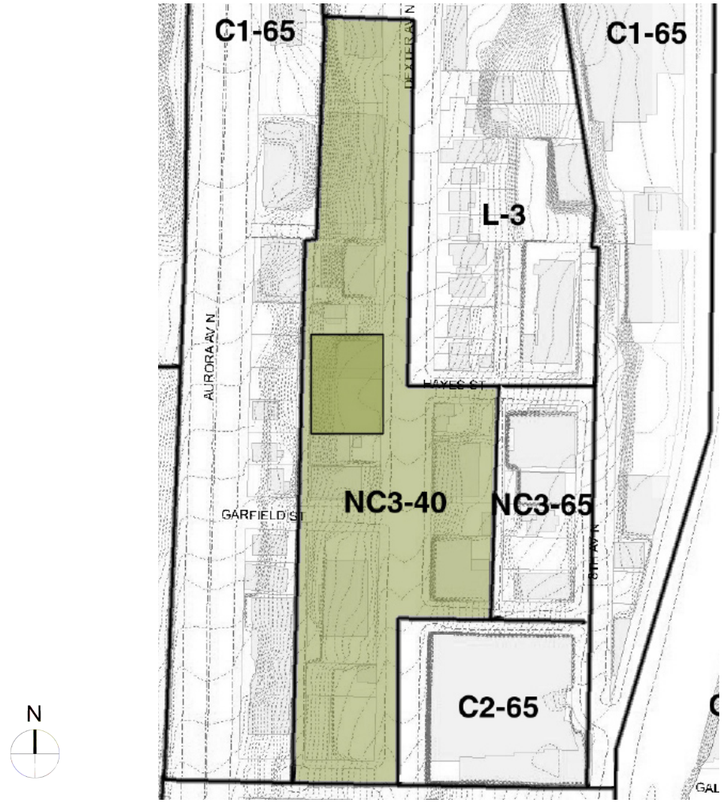
19 TAVERN/APT. (MIXED USE)



3 “THE BLOCK” UNDER CONSTRUCTION
(image courtesy of Stannard-Conway Architects)

1 MONOHAN BROTHERS (LIGHT INDUSTRIAL)
2 BEST LOCK (COMMERCIAL)
3 THE BLOCK CONDOMINIUMS (MIXED USE RESIDENTIAL)
4 KILBIRNIE APARTMENTS (RESIDENTIAL)
5 THE SUMMIT APARTMENTS BLDG A (RESIDENTIAL)
6 OMEGA CORPORATE SECURITY (OFFICE)
7 APARTMENT
8 THE SUMMIT APARTMENTS BLDG B (RESIDENTIAL)
9 THE SUMMIT APARTMENTS BLDG C (RESIDENTIAL)
10 OFFICE/APARTMENT
11 SINGLE FAMILY RESIDENCE
12 SINGLE FAMILY RESIDENCE
13 APARTMENT (RESIDENTIAL)
14 ASSOCIATION CENTER (OFFICE)
15 OFFICE/RETAIL
16 WEST LAKE UNION CENTER (OFFICE)
17 1600 DEXTER BUILDING (OFFICE)
18 UNION VIEW APARTMENTS (MIXED USE)
19 TAVERN/APARTMENTS (MIXED USE)
20-23 SINGLE FAMILY RESIDENCES/TOWNHOUSES
24 DEXTER TERRACE APARTMENTS
25 CHATEAU D’MIL APARTMENTSV
26 OFFICE/APARTMENTS





APPLICABLE DESIGN GUIDELINES

A-1 Responding to Site Characteristic
The siting of buildings should respond to specific site conditions and opportunities such as...unusual topography...views and other natural features.

A-2 Streetscape Compatibility
The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-3 Entrances Visible from the Street
Entries should be clearly identifiable and visible form the street.

A-4 Human Activity
New development should be sited and deigned to encourage human activity on the street.

A-7 Residential open Space
Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open spaces.

B Height, Bulk and Scale
Projects should be compatible...and provide for transitions

C-2 Architectural Concept and Consistency
Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

C-3 Human Scale
The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

C-4 Exterior Finish Materials
Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture patterns, or lend themselves to a high quality of detailing are encouraged

D-1 Pedestrian Open spaces and Entrances
Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

D-6 Screening of Dumpsters, Utilities and Service Areas
Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible.

D-12 Residential Entries and Transitions
For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and provide for a visually interesting street front for the pedestrian. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
Where possible, and where there is not another overriding concern, landscaping should reinforce the character of the neighboring properties and abutting streetscape.

E-2 Landscaping to Enhance the Building and/or Site
Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project, and should reinforce the character of neighborhood properties and abutting streetscape.

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DESIGN GOALS

Promote high density, mixed use walkable communities

Reduce the environmental footprint of building construction and use

Promote high quality/high design value, mid-income, in-city housing

DESIGN OPPORTUNITIES

Located on the eastern slope of Queen Anne, the site enjoys dramatic view of Lake Union and downtown.

Solar exposure is to the East providing opportunities for daylighting in the morning

Prevailing winds from the South could contribute to passive ventilation of apartment units during summer months

As the site fronts Dexter Avenue N, there are opportunities to contribute to the pedestrian streetscape

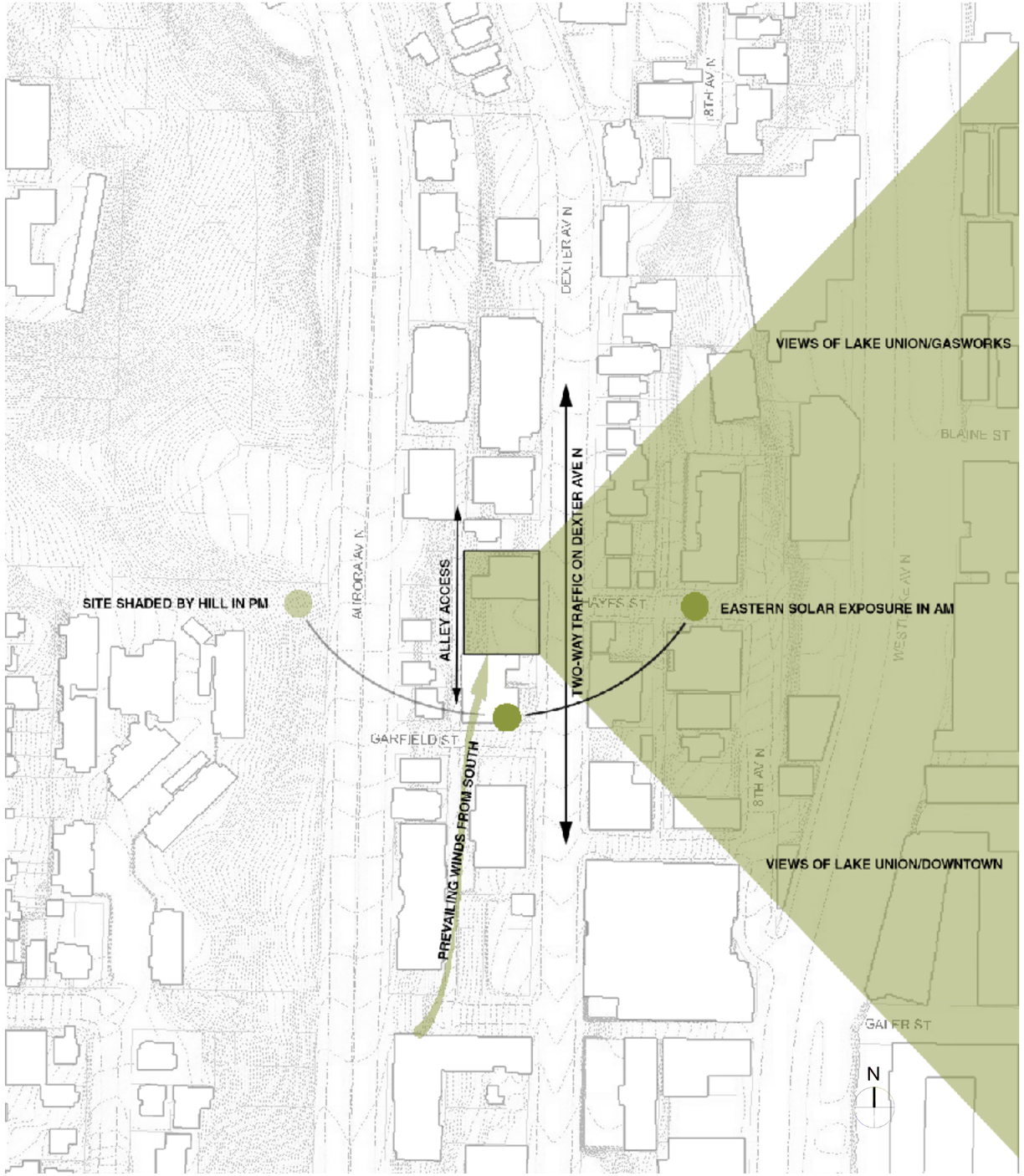
Access to parking is available both from Dexter Ave N and from the Alley in the rear

Pedestrian, bicycle and vehicular traffic along Dexter Ave N, provide opportunities for business and vibrant street life.

DESIGN CHALLENGES

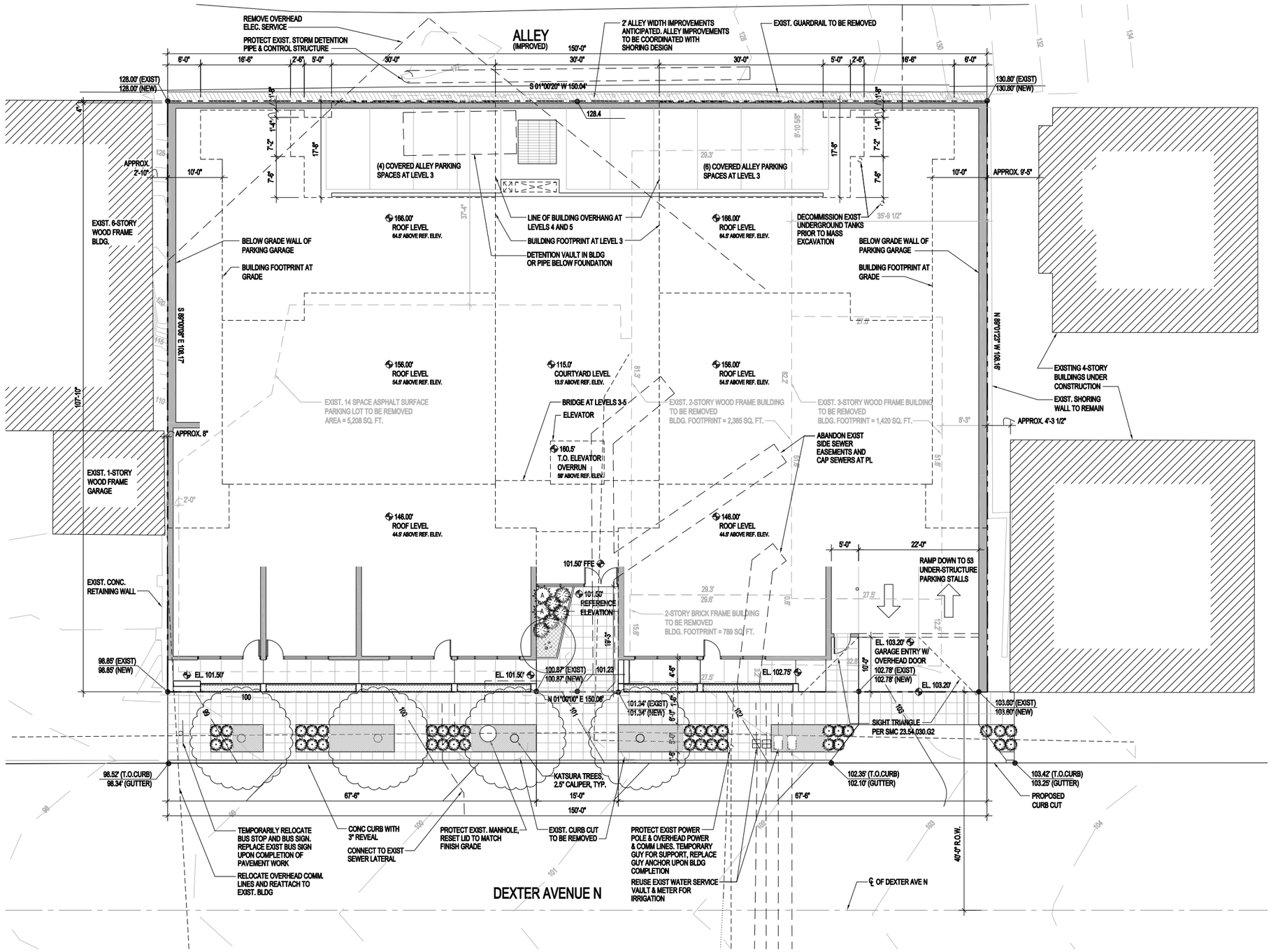
Vehicular traffic along Dexter Ave N may require noise buffering

Shading of the slope during the afternoon may limit daylighting potential



CATEGORY	UNITS	SQUARE FEET PER UNIT	TOTAL SQUARE FEET
RESIDENTIAL			
STUDIO	20EA	450SF	9,000SF
STUDIO LOFT	2EA	675SF	1,350SF
COMPACT 1 BEDROOM	32EA	525SF	16,800SF
2 BEDROOM FLAT	4EA	970SF	3,880SF
2 BEDROOM LOFT	4EA	1,010SF	4,040SF
TOTAL	**62EA**		**35,070SF**
LIVE/WORK	6EA	VARIES	2,520SF
TOTAL	**6EA**		**2,520SF**
COMMON AREAS			
LOBBY	1EA	1,000SF	1,000SF
TOTAL			**1,000SF**
PARKING			
ABOVE GRADE	11 STALLS	128+SF	1,600SF
BELOW GRADE	N/A	N/A	N/A
TOTAL			**1,600SF**
STORAGE/MECH			
STORAGE		1,460SF	1,460SF
MECHAINICAL		1,120SF	1,120SF
TOTAL			**2,580SF**
CIRCULATION			
FLOOR 1		1,080SF	1,080SF
FLOOR 2		2,200SF	2,200SF
FLOOR 3		2,200SF	2,200SF
FLOOR 4		2,200SF	2,200SF
FLOOR 5		1,100SF	1,100SF
TOTAL			**8,780SF**
FAR PROVIDED (TOTAL)			**51,550SF**
FAR ALLOWED			**3.25X16,231=52,750SF MAX**

UNIT MATRIX/ FAR



SITE PLAN
NOT TO SCALE

N

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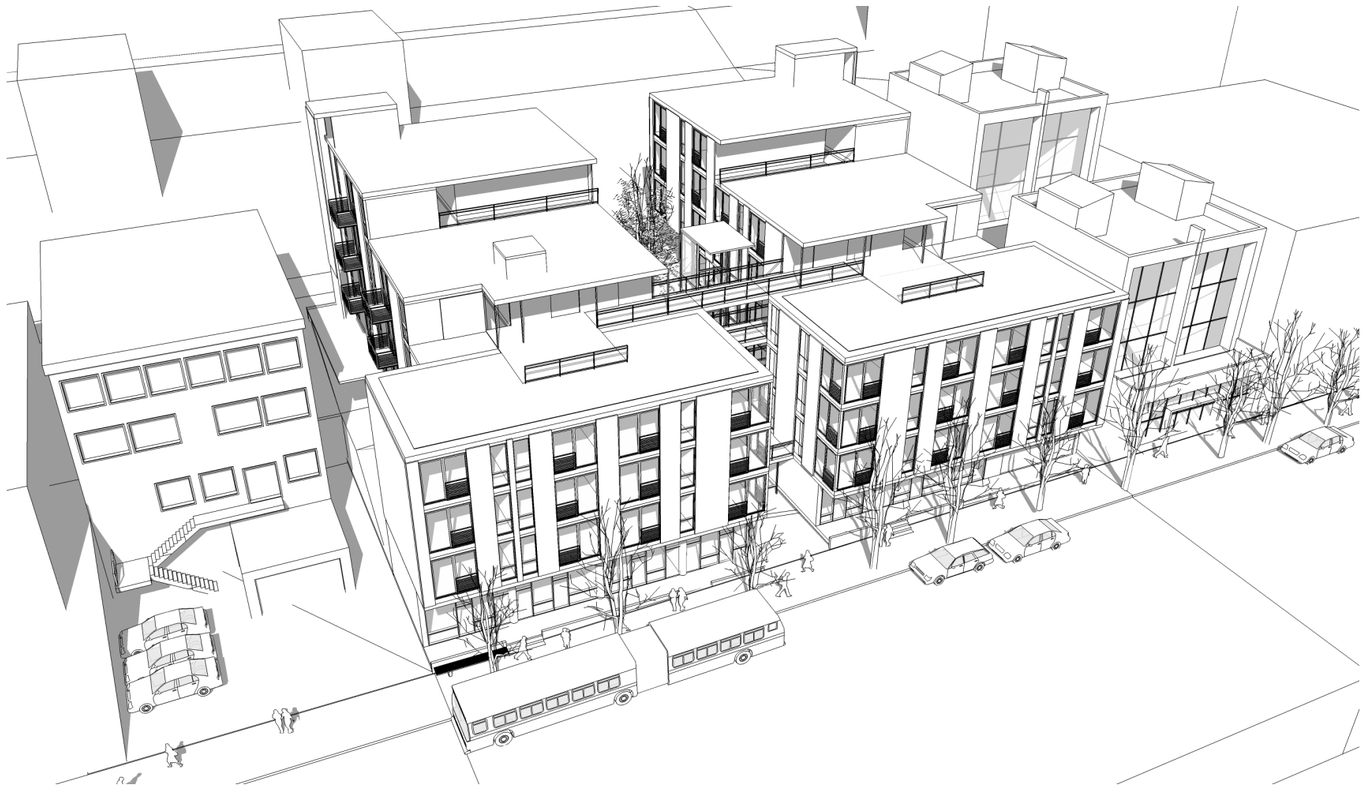

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PARKING PLAN (PREFERRED)

DRB COMMENTS:

The driveway in and out of the subterranean garage did appear to crowd the neighbor to the north; invariably it would disrupt pedestrian traffic along the sidewalk; it posed a potential safety hazard for southbound bicyclists descending Dexter Ave N., if not for vehicular traffic. Since access from the street would require the Board's recommendation of granting a Design Departure, the Board wanted to see the applicant address more fully issues of appropriateness, functionality and safety. One area of investigation should be studies showing how a single lane in-and-out driveway might better serve the parking garage should a departure be recommended for allowing parking access off Dexter avenue N.

DESIGN RESPONSE:

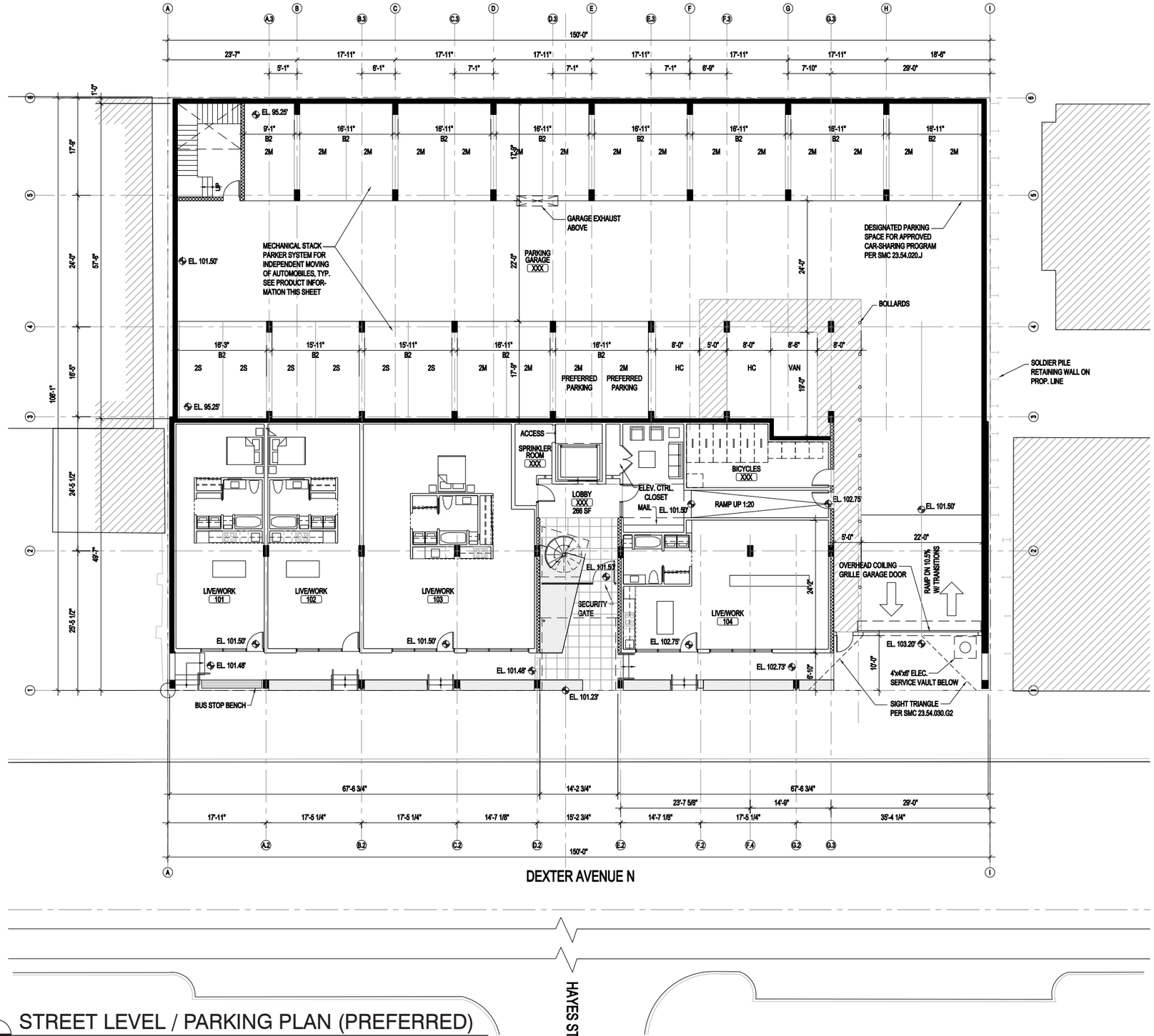
- The garage door entry is set back 10' from the sidewalk. The proposed solution complies with SLUC sight triangle requirements.

- The distance from the garage door to the south bound bicycle lane is 33'. This distance is enough for even a large car to stop for cyclists.

- The garage entry at the northern property line maximizes the distance from the bus stop with its required approach clearances and from pedestrians crossing at the Hayes St. intersection.

- The proposed design shows a 5' wide full height opening at the end of the wall along the north property line to allow a visual connection to the neighboring sideyard space.

- A direct internal connection exists between the garage bicycle parking and the building lobby. No resident pedestrian crossing across the driveway is required.



STREET LEVEL / PARKING PLAN (PREFERRED)
NOT TO SCALE

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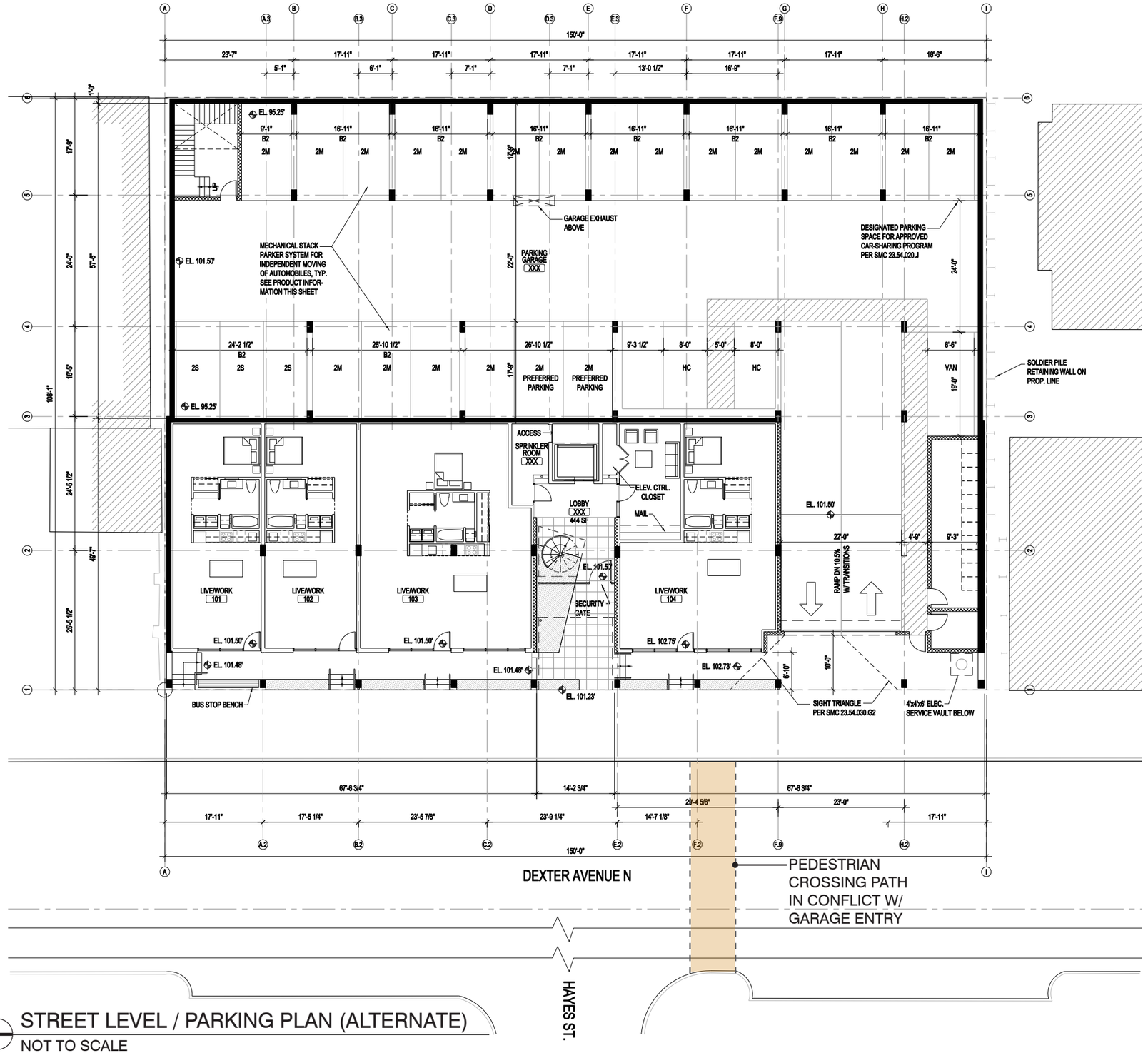
PARKING PLAN (ALTERNATE)

DRB COMMENTS:

The driveway in and out of the subterranean garage did appear to crowd the neighbor to the north; invariably it would disrupt pedestrian traffic along the sidewalk; it posed a potential safety hazard for southbound bicyclists descending Dexter Ave N., if not for vehicular traffic. Since access from the street would require the Board's recommendation of granting a Design Departure, the Board wanted to see the applicant address more fully issues of appropriateness, functionality and safety. One area of investigation should be studies showing how a single lane in-and-out driveway might better serve the parking garage should a departure be recommended for allowing parking access off Dexter avenue N.

DESIGN RESPONSE:

- This alternate shows the driveway shifted approximately 15' to the south with bicycle parking and the garage entrance walkway separating it from the northern property line.
- No internal connection to the building lobby exists. Residents would need to cross the driveway outside which presents a potential safety issue.
- This garage entry presents potential conflicts with pedestrians crossing at the Hayes intersection, creating a safety hazard.
- Ross Hudson, Senior Transit Planner of King County Metro, advised to locate the garage entry as far north as possible to create maximum distance from the bus stop. Diagram to follow.
- The comissioned traffic study advises against a single-lane driveway solution; therefore, this alternative is not presented. Report to follow.



STREET LEVEL / PARKING PLAN (ALTERNATE)
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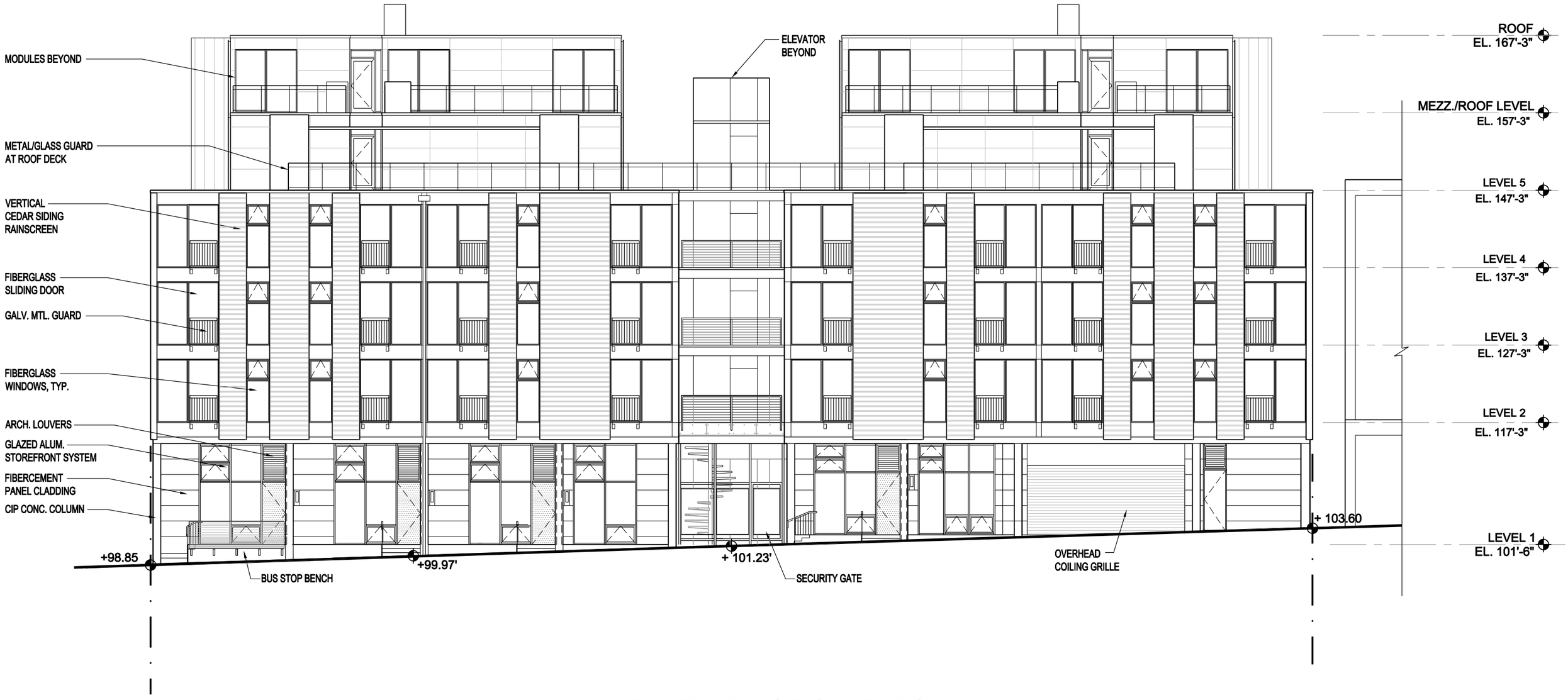

ALTERNATE PARKING EAST ELEVATION

NOT TO SCALE

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LIVE/WORK LEVEL / FIRST FLOOR PLAN

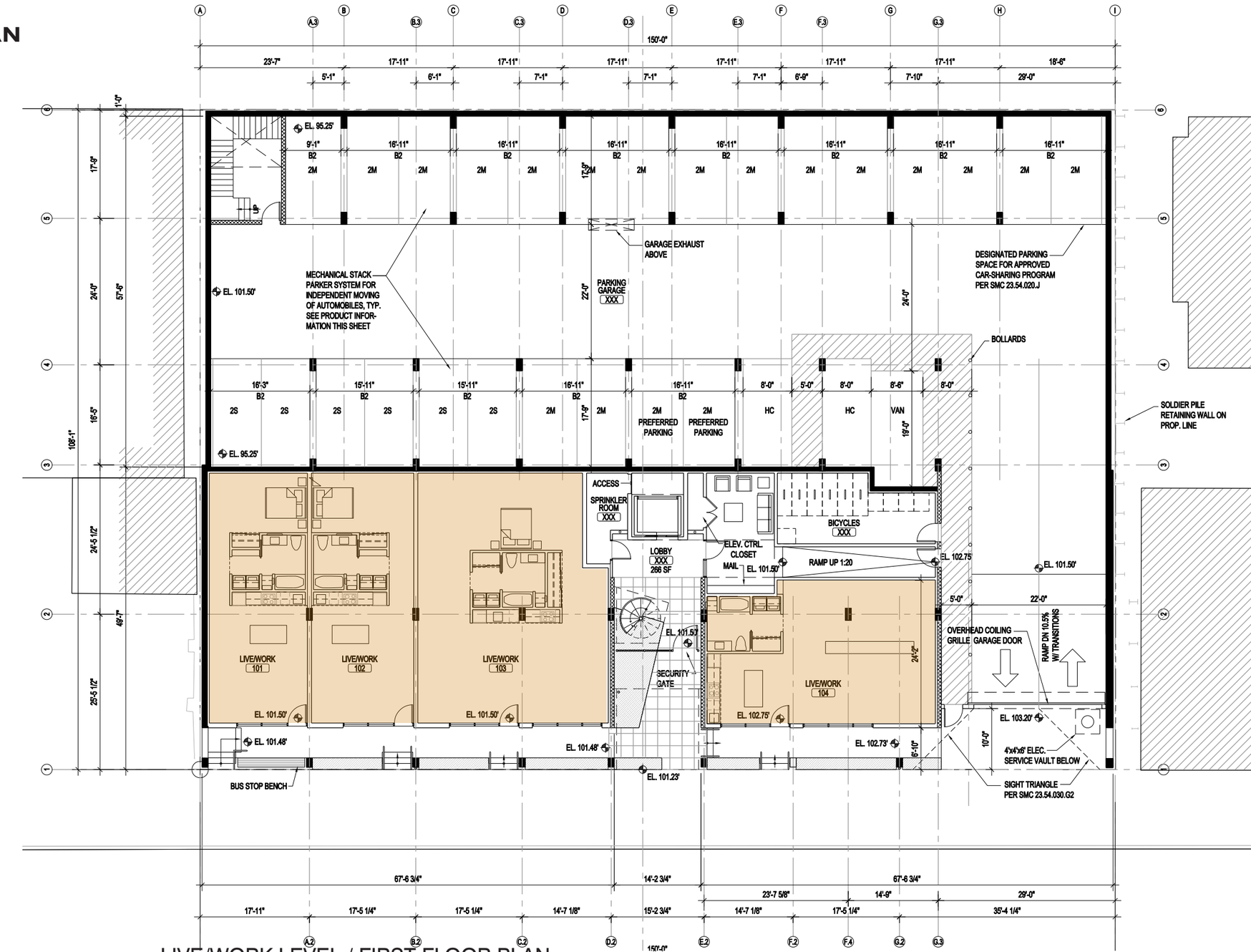
DRB COMMENTS:

The live / work units need to be of sufficient size and any diminution of the size of these units through a request for design departures would not be regarded favorably. This caution was equally applicable to both the height and the depth of the provided units. In general the design should emphasize the 'work' rather than the 'live' nature of these street-front units.

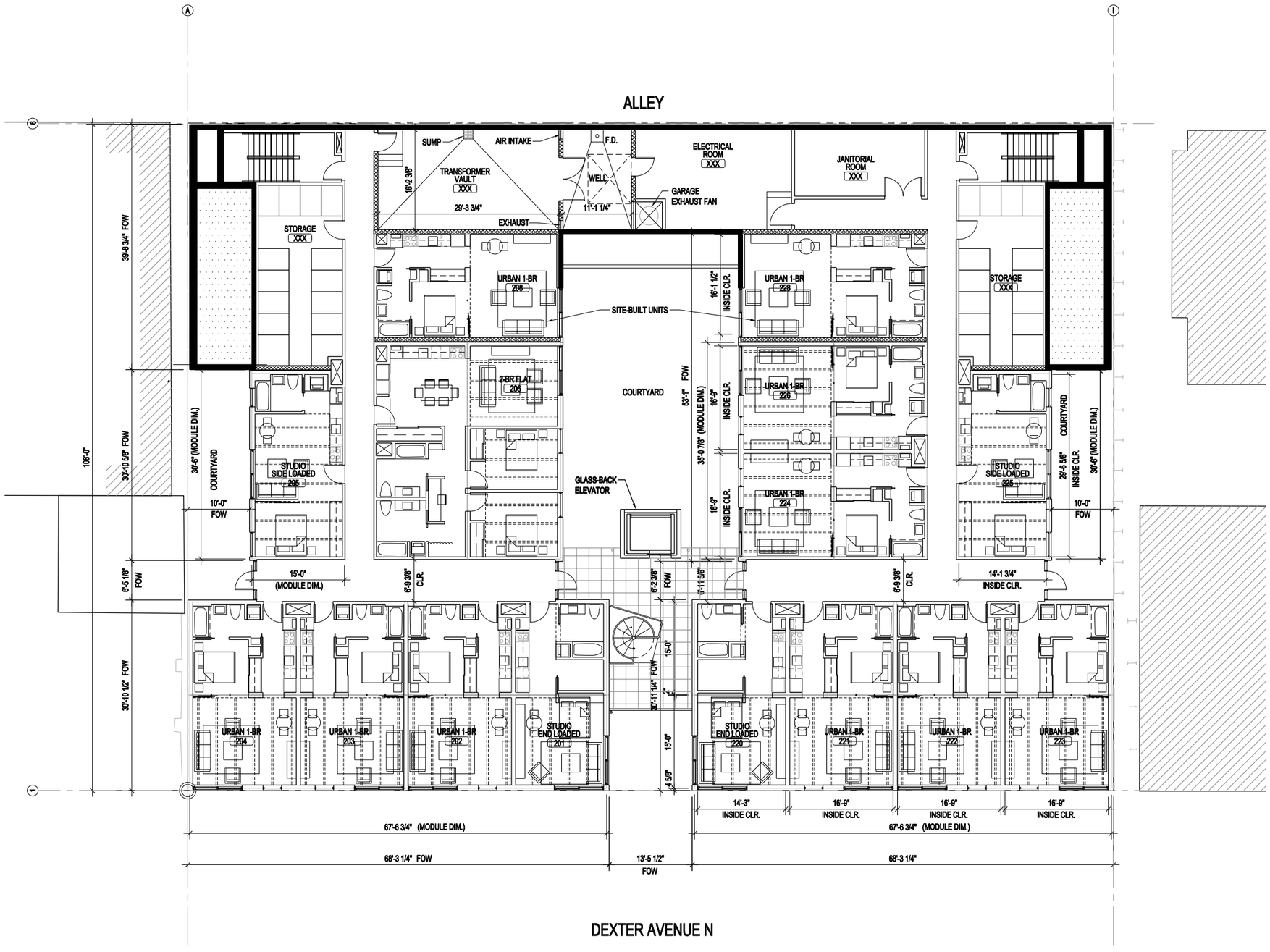
DESIGN RESPONSE:

- The zoning code depth requirement for the live/work units is 30' average depth with a 15' minimum. We are providing an average depth of 33'-8" with a 20'-10" minimum.

- The zoning code height requirement for the live/work units is 13' floor to floor. We are providing 14'-6" minimum floor to floor height.



LIVE/WORK LEVEL / FIRST FLOOR PLAN
NOT TO SCALE



COURTYARD LEVEL / SECOND FLOOR PLAN

NOT TO SCALE

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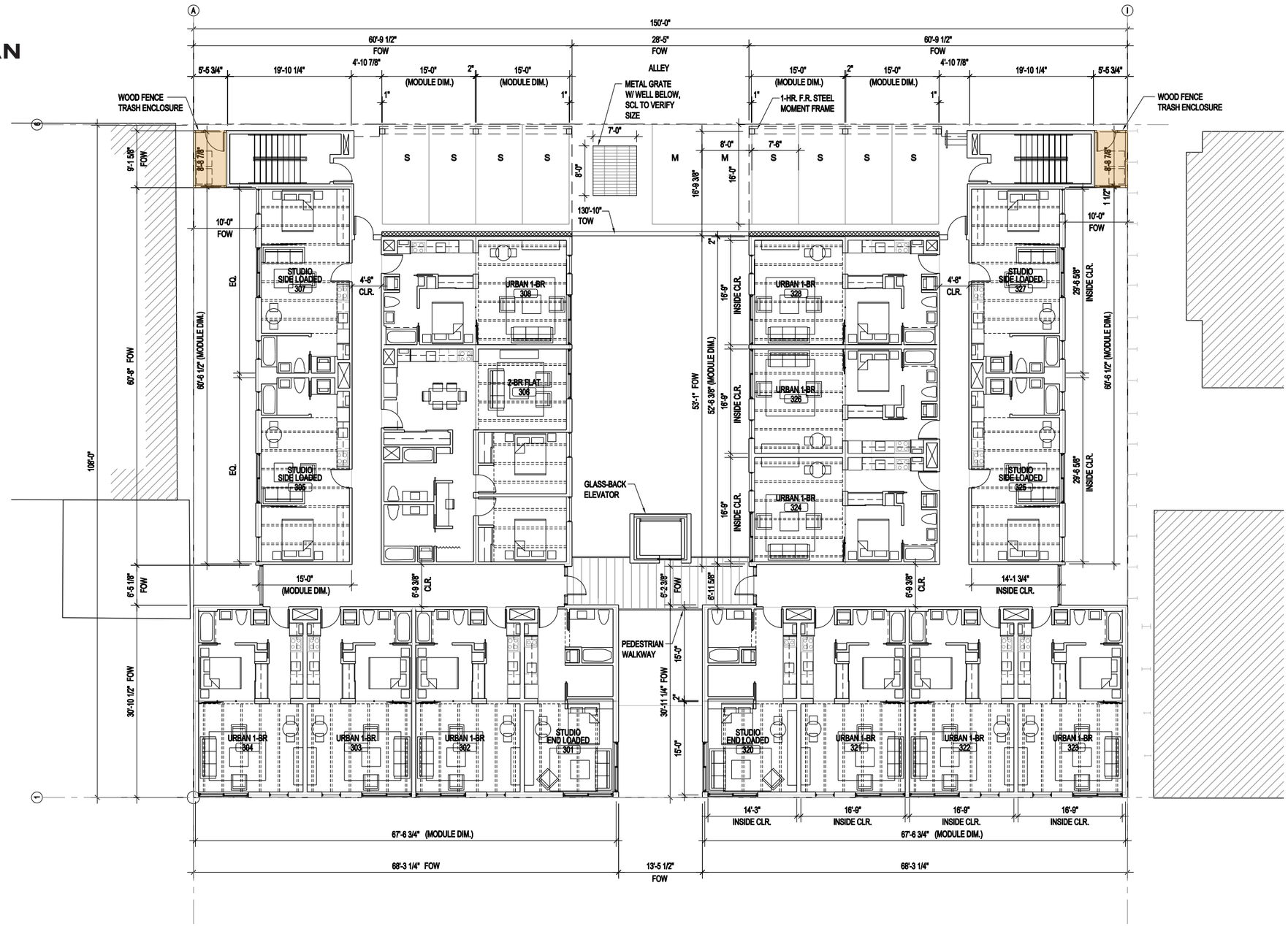
ALLEY LEVEL / THIRD FLOOR PLAN

DRB COMMENTS:

An issue related to the garage access was that of dealing with trash, garbage, and recycling materials; servicing the pick-up of these byproducts of residential living would appear to work better from the alley than from Dexter Ave N.

DESIGN RESPONSE:

- We created two smaller fenced-in garbage enclosures that are accessed from the alley.
- These enclosures are sized for dumpster free service with daily garbage and recyclable collection by Cleanscapes. Cleanscapes will begin servicing this area in April 2009.
- We are confident that this is a more effective and sanitary solution than a traditional dumpster enclosure.



ALLEY LEVEL / THIRD FLOOR PLAN
NOT TO SCALE

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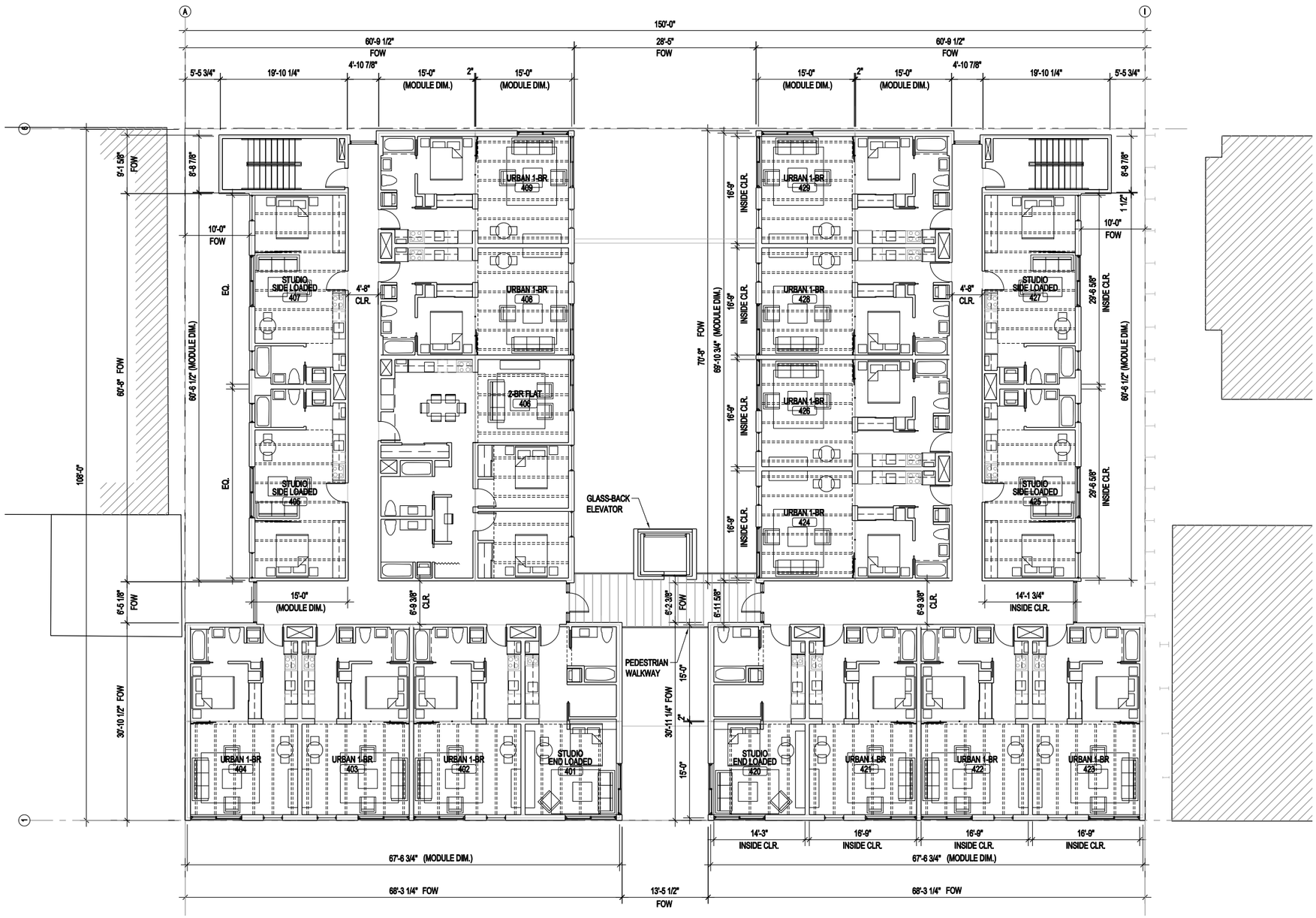

FOURTH FLOOR PLAN
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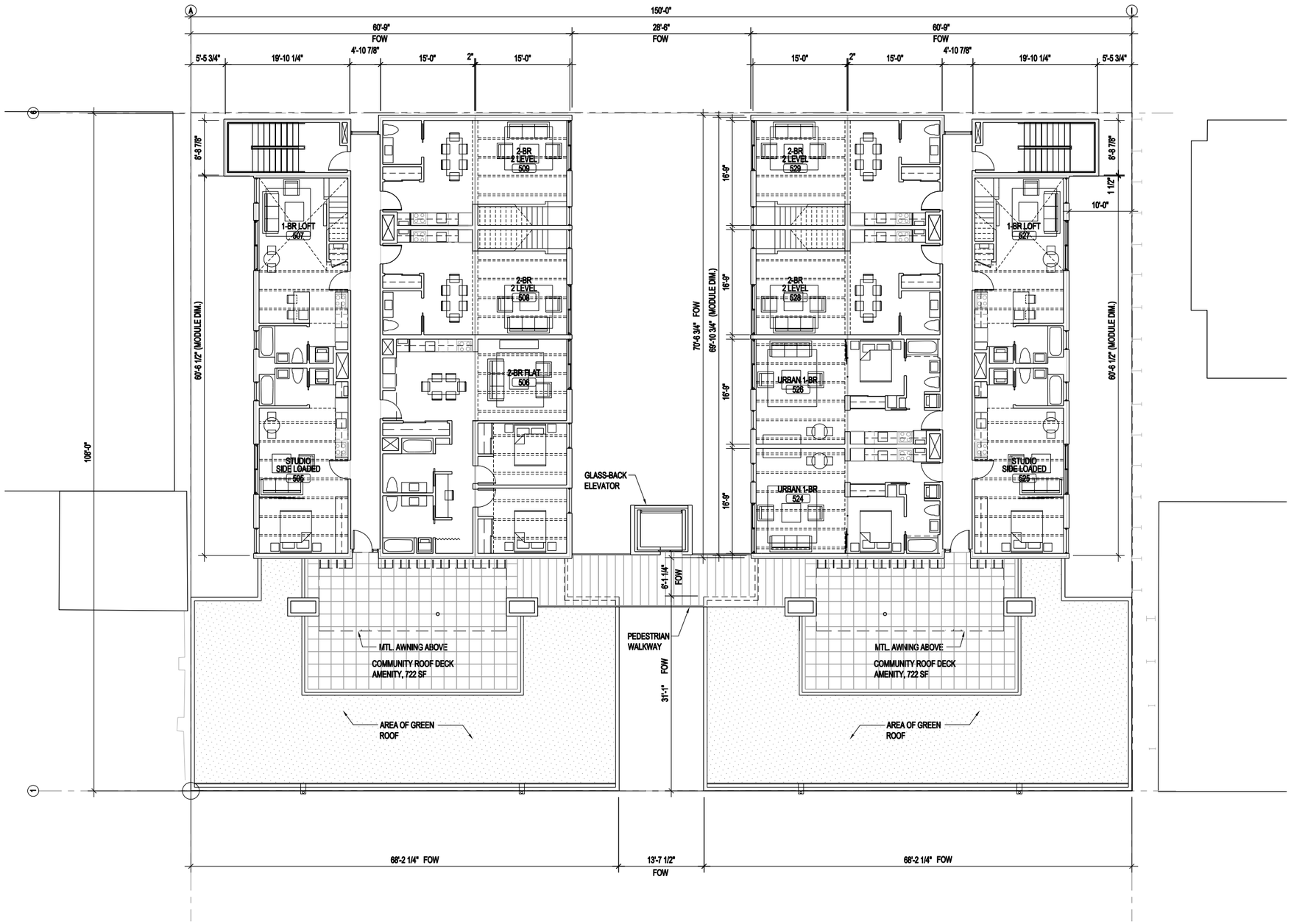

COMMUNITY ROOF DECK LEVEL / FIFTH FLOOR PLAN

NOT TO SCALE

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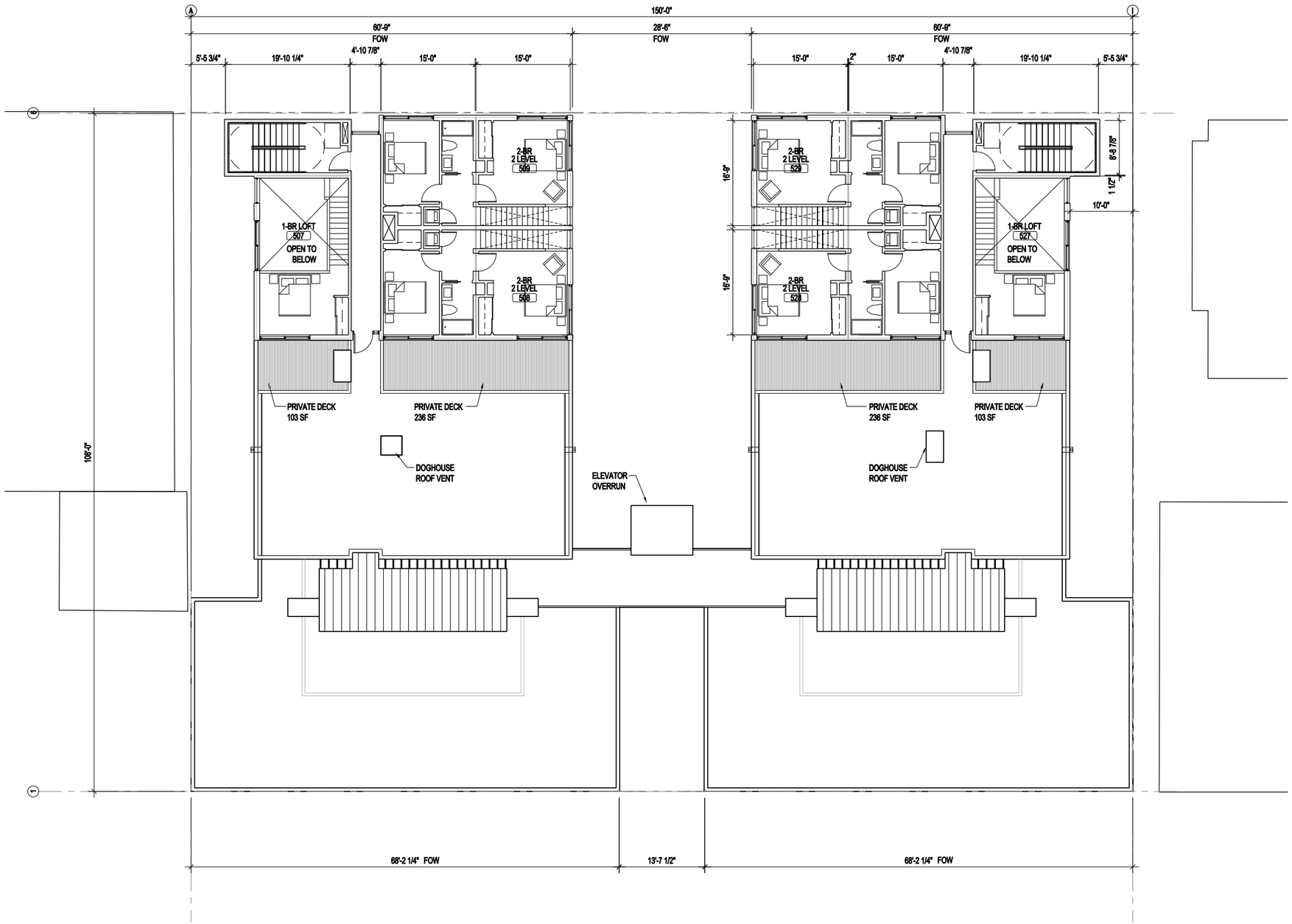

PRIVATE ROOF DECK LEVEL / SIXTH FLOOR PLAN

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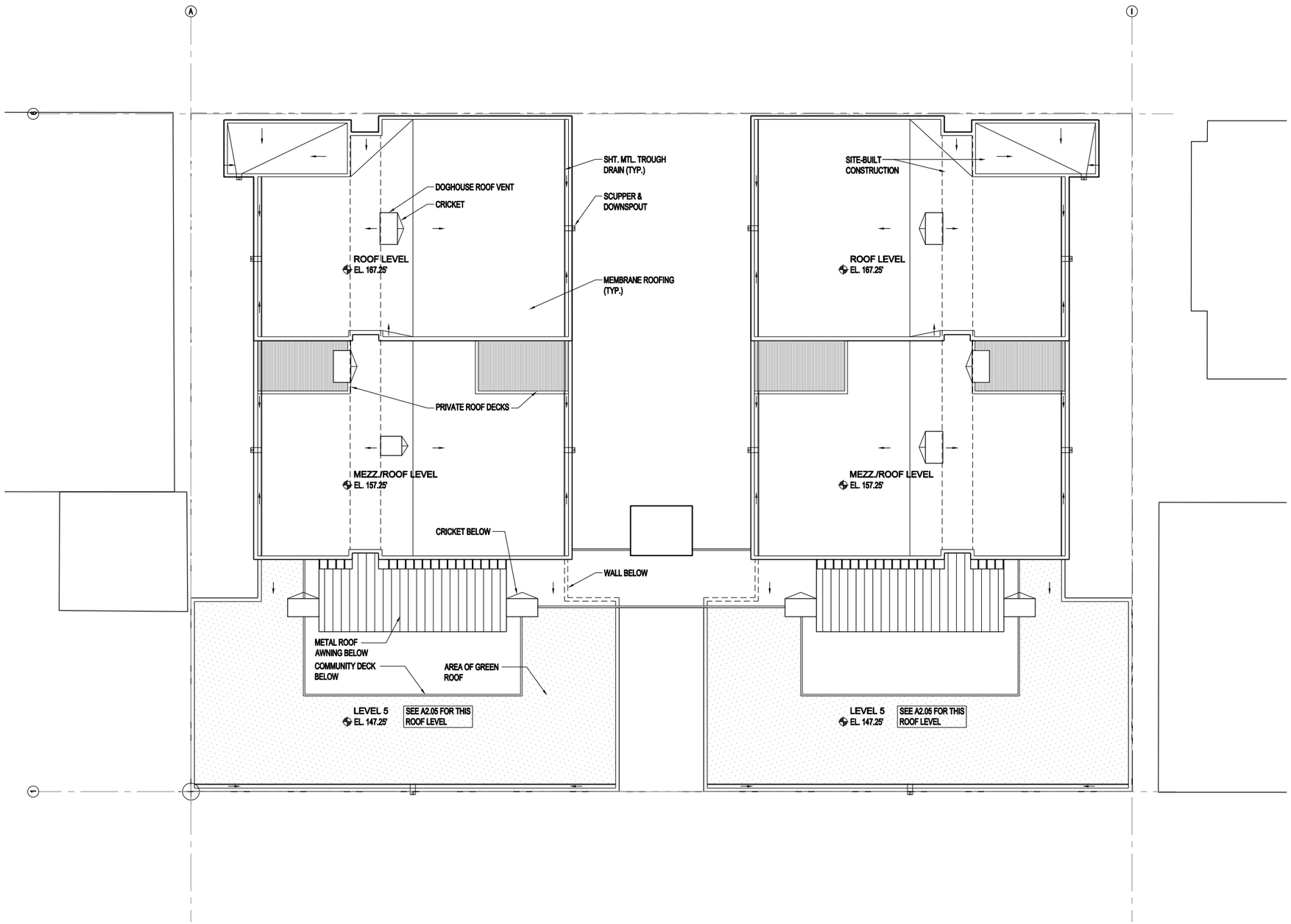

ROOF PLAN
NOT TO SCALE

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DEXTER AVENUE N / EAST ELEVATION

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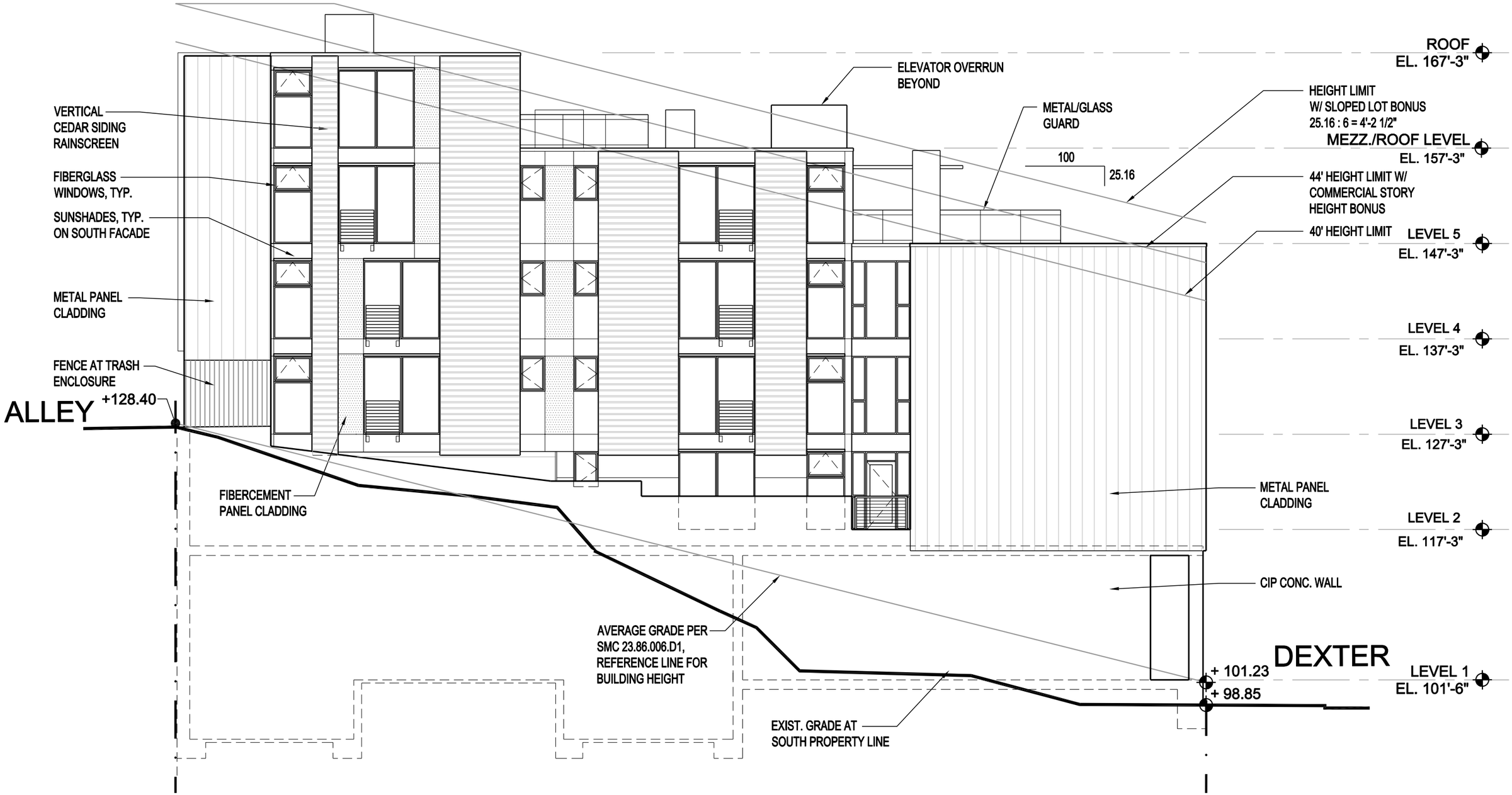

SOUTH ELEVATION

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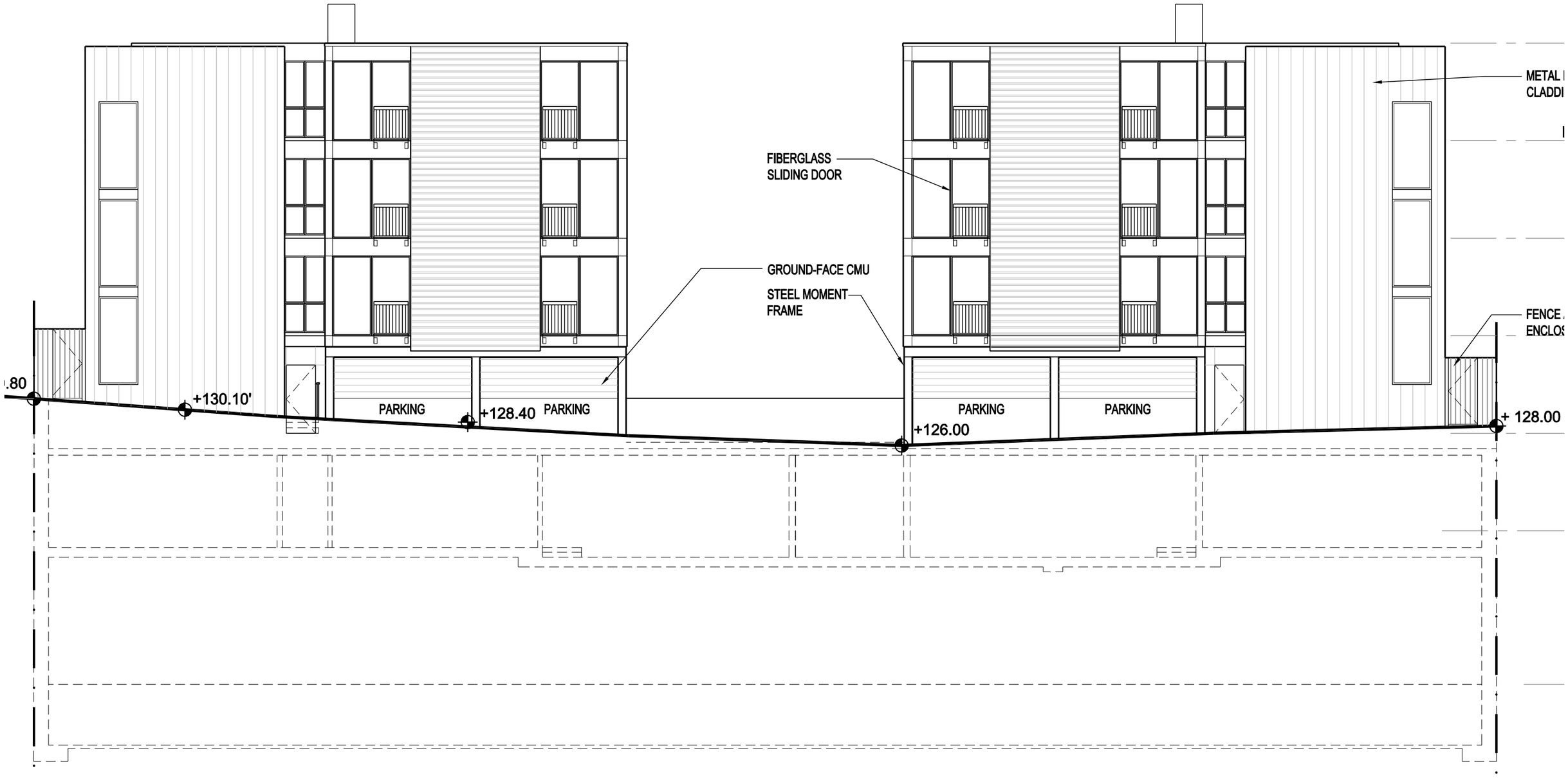

ALLEY / WEST ELEVATION

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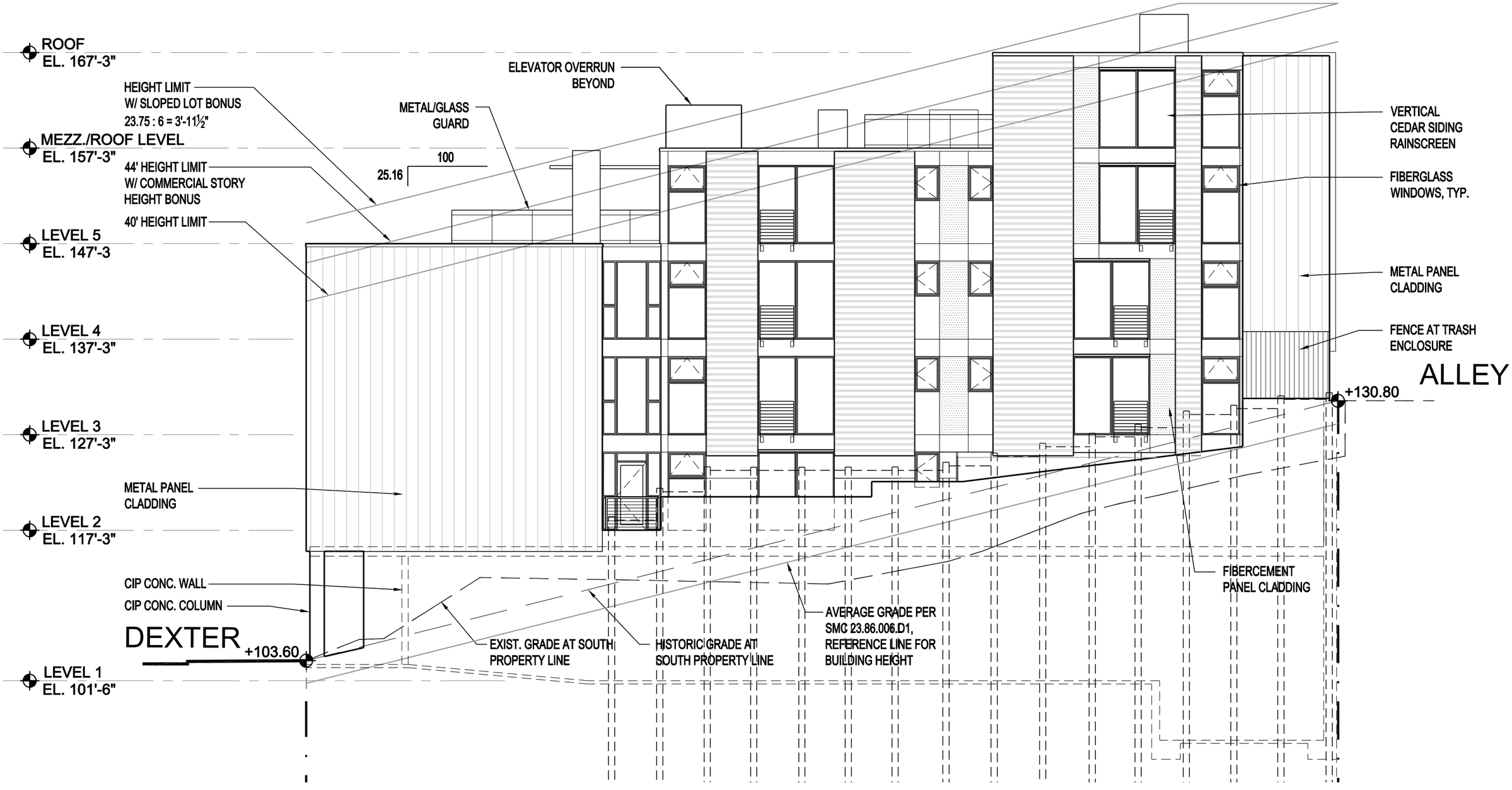

NORTH ELEVATION
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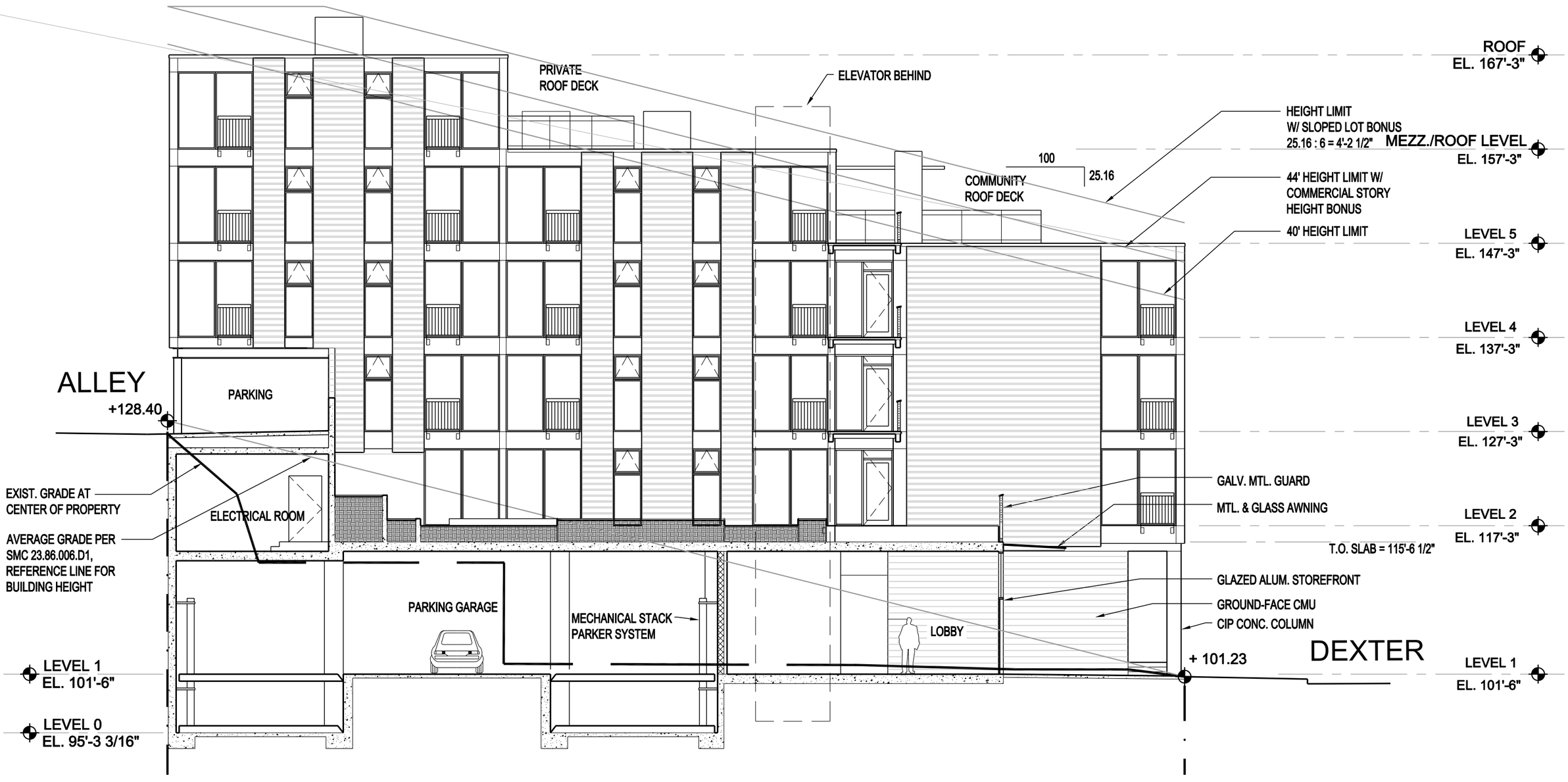

COURTYARD SECTION

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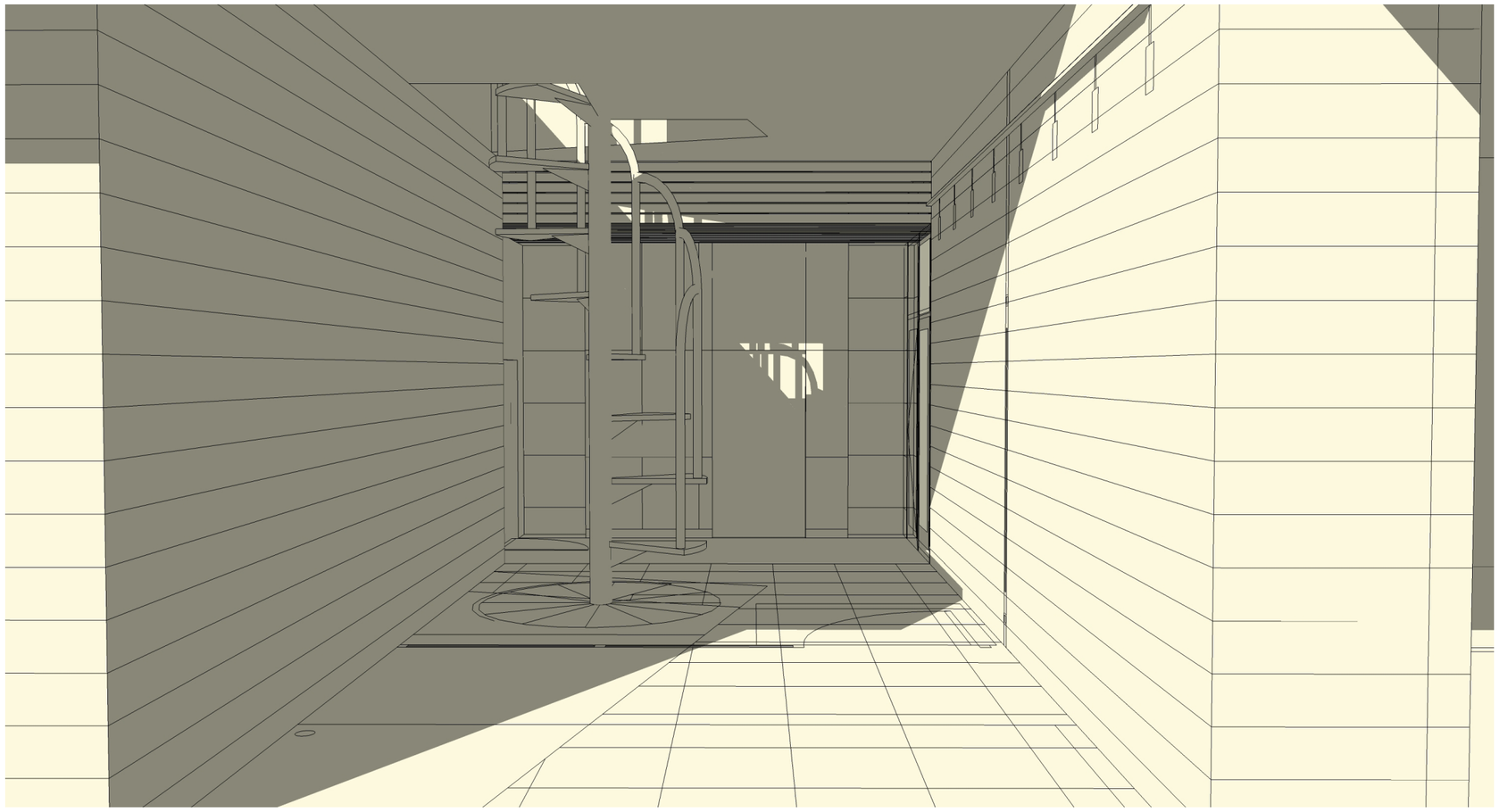

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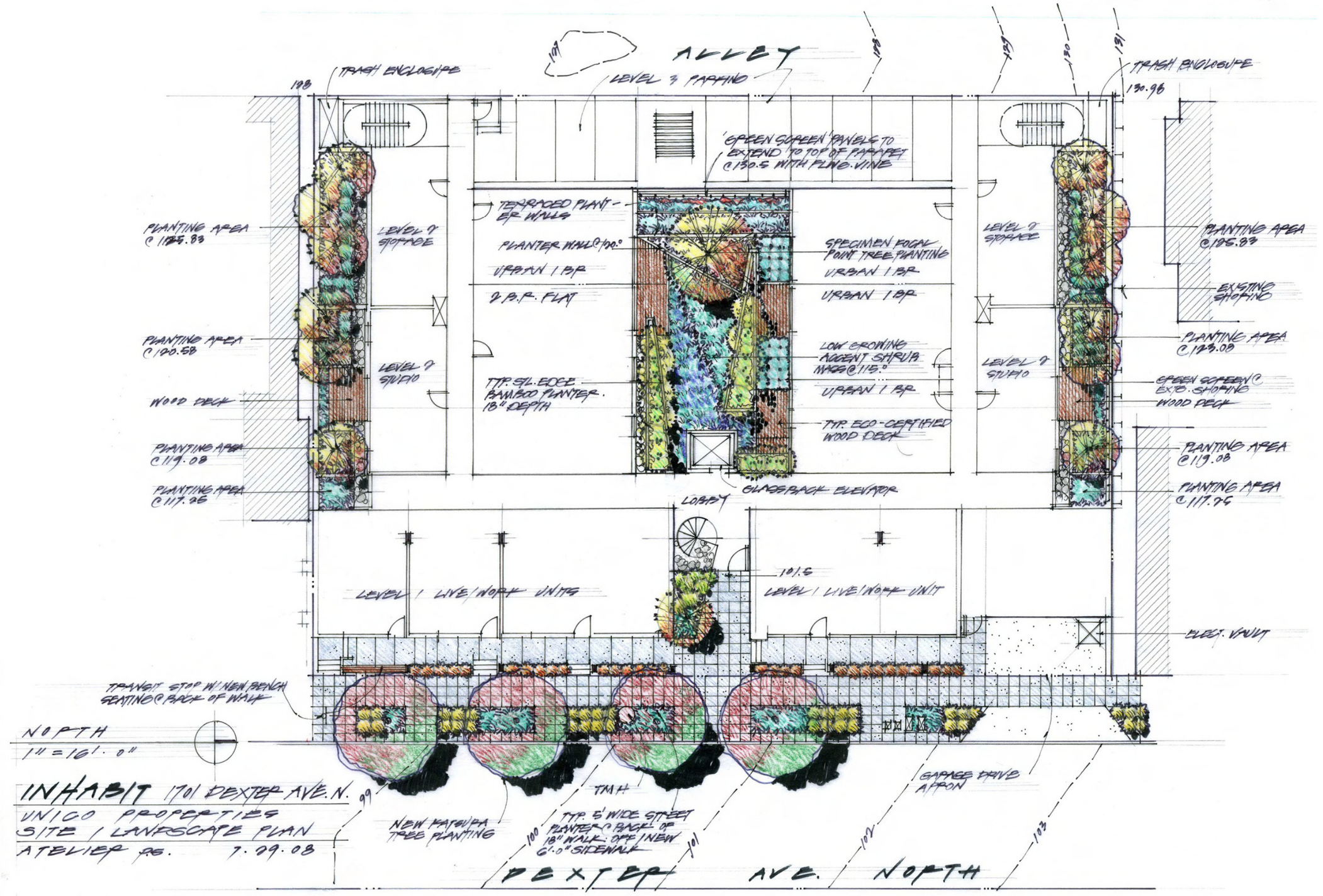

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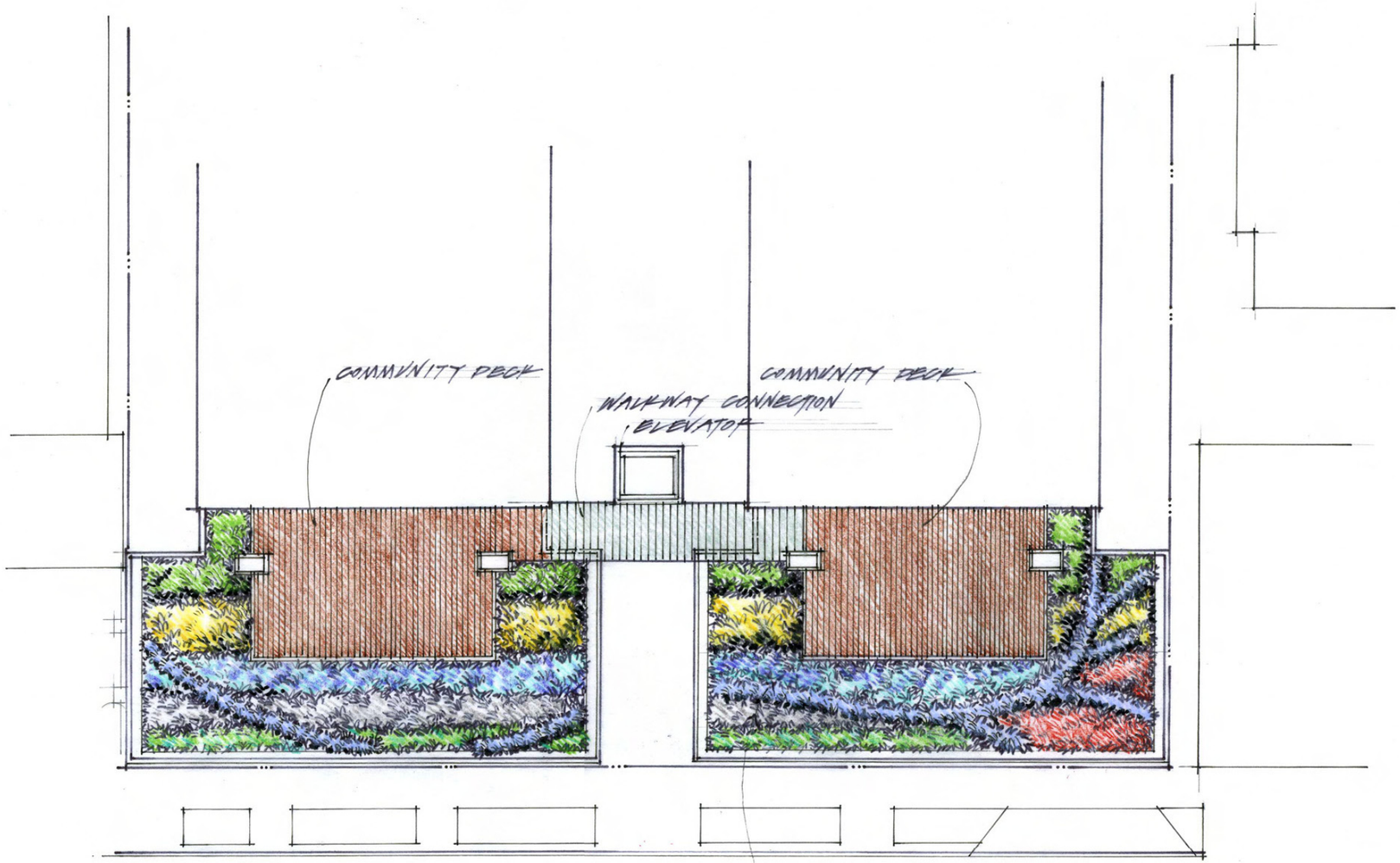

INHABIT 1701 DEXTER AVE. N.
UNICO PROPERTIES
5TH LEVEL GREEN ROOF PLAN
ATELIER p.s. 7.29.08

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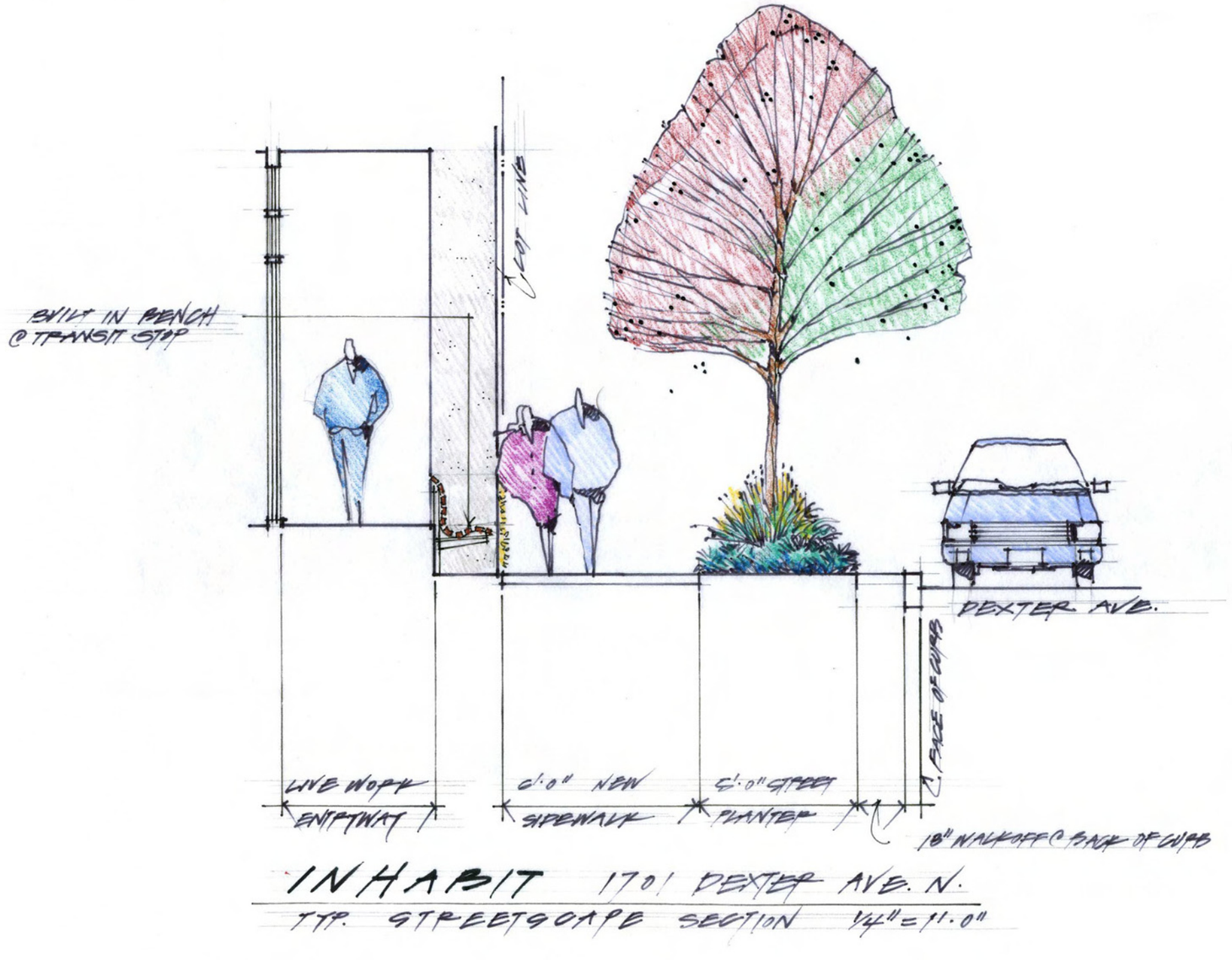

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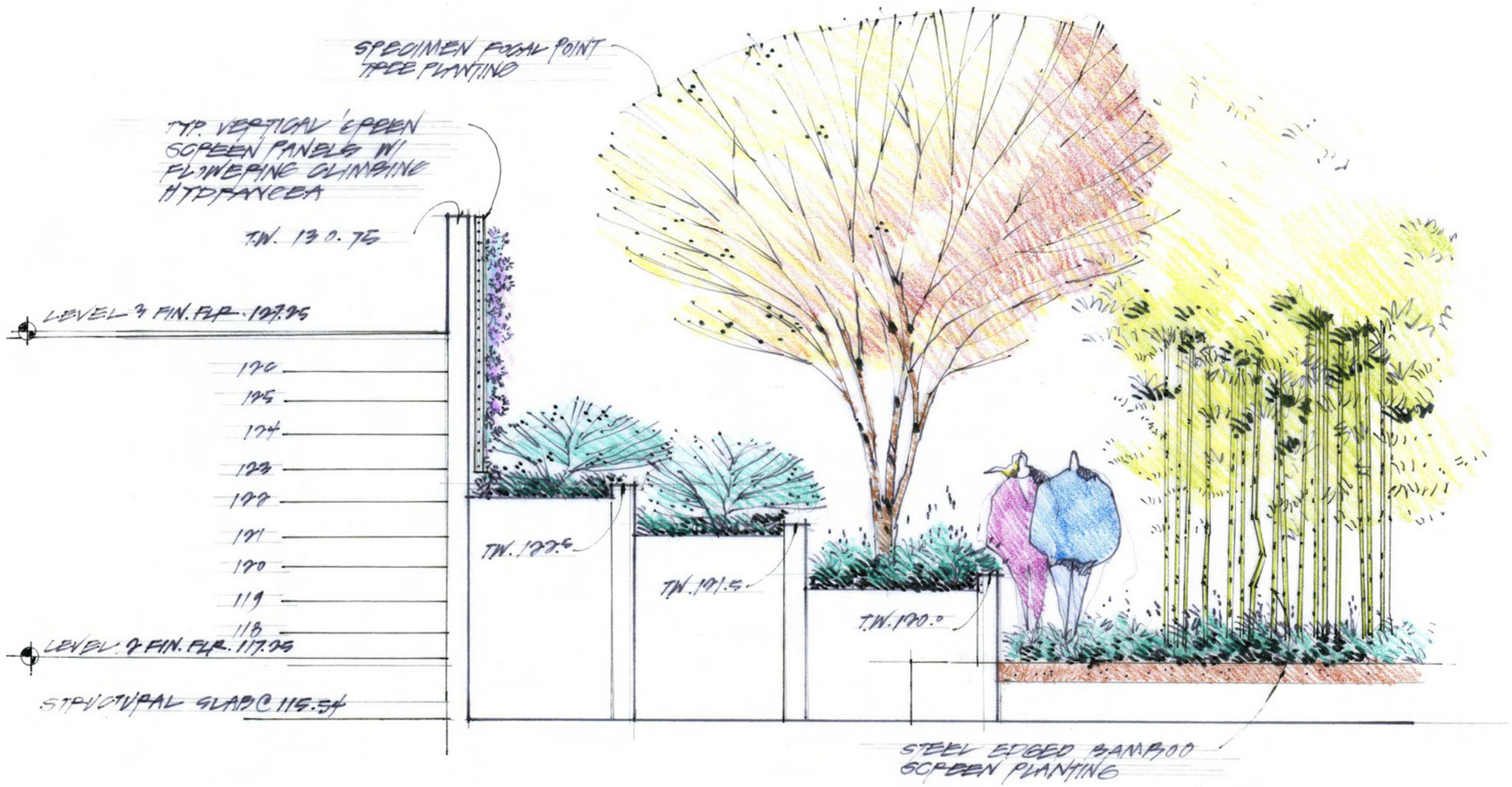

INHABIT 1701 DEXTER AVE. N.

SECTION AT LEVEL 2 COURTYARD

ATELIER 25

7.30.08

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INTEGRATED BUS STOP

DRB COMMENTS:

Since much had been made of promoting alternative modes of transportation for the residents within these units, the design development of the Dexter Avenue N. facade and adjoining streetscape should look for ways to incorporate the bus stop into the architecture.

DESIGN RESPONSE:

- The south corner of the Dexter facade incorporates a custom, built in bench with 11 linear feet of waiting room and overhead energy efficient lighting for comfort and safety.

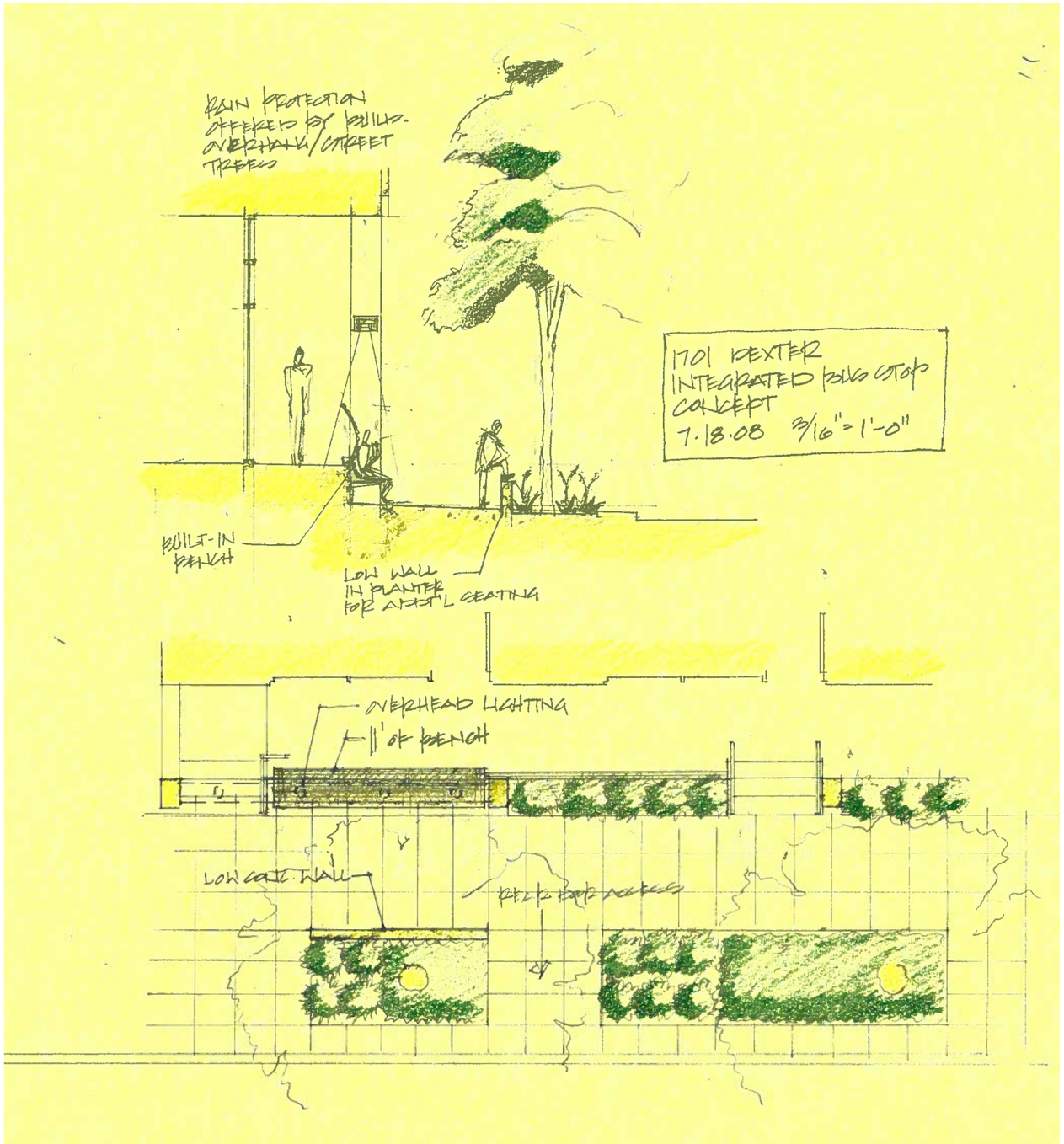
- The back of the bench is high enough to act as a privacy screen between the sidewalk and the most southerly live/work unit and also discourages Metro riders from leaving debris on the porch of this unit.

- The custom wood bench is designed for comfort, but will incorporate dividers to discourage loitering.

- We also propose a short concrete wall in the most southerly street planter. This wall could be used for sitting or leaning and it faces the bench for easy conversation.

- Weather protection for both elements is offered by the building overhang and the street trees.

- Metro officials have reviewed this proposed design and responded positively.



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REQUEST FOR DEPARTURES

1. Propose Parking Garage Entry from Dexter instead of alley as required by SMC 23.47A.032. Justification: The slope of the site makes entry from the alley a true hardship. A curb cut currently exists on Dexter, our proposal would move it from the center of the site (facing Hayes St.) to the north.

2. Propose replacing waste and recyclable storage room as required by SMC 23.47A.029 with smaller fenced-in enclosures containing only bins, but no dumpster, for daily collection. Justification: The property owner commits to contract for Cleanscapes' Dumpster-Free Service, which collects daily and disposes of the need for dumpster-size trash rooms. Dumpster-Free Service has been mandated in many parts of downtown and has improved sanitary and aesthetic conditions in the alleys. Cleanscapes will begin servicing this area in April 2009.

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